NEW ZEALAND MOTOR CYCLE NEWS

VOL. 6 — NO. 3 MARCH, 1973 PRICE 15c

C. Woodmass (Yamaha 350) really flying after crossing the railway lines in the Fleetway Curves (Wellington G.P. 1973).—Don Hopkins photo.

Laurie Love (Suzuki 50) negotiating Railway Bend on his way to 4th place in Coleman's 250cc Scratch Race (Wanganui G.P.).—Don Hopkins photo.

HAMILTON MOTORCYCLE GRAND PRIX

SATURDAY, 7th APRIL, 1973

The Hamilton Motorcycle Club is for the first time running a Road Race in the heart of Hamilton City. Although it has been four years since our most successful Te Aroha Road Race, with your support we anticipate this to be the biggest motor event in Hamilton's history.

The circuit is 1.2 miles per lap of good width and excellent sealed surface with ample pit area and park reserves. Prize money will be paid on the day.

Being a charity meeting, we are hoping for a maximum rider participation, and to attract this, we believe we are offering top prize money without increasing entry fees. We also make our Club Hall available to competitors and mechanics free of charge for the weekend.

Entries close 17th March, 1973.

New Zealand Grand Prix Meeting

Promoted by the Canterbury Auto Cycle Club Inc. Ruapuna Park Raceway, Christchurch, Easter Saturday, April 21st, 1973. This year we have a completely new look Grand Prix. The total prize money has been increased from $616.00 up to nearly double at $1200.00.

As the number of races has been increased it is stressed that an earlier start is required, and we ask intending competitiors to observe carefully the following programme for the day: 8.00 a.m. sharp, Machine examination; 9a.m.—10.30 a.m. Practice; 11.00a.m. sharp, 1st race

A lunch break will be taken after Race 4 at approximately 12 noon and the meeting will recommence with Race 5 at 1pm. sharp.

The prizemoney and trophies will be presented at a social function to be held after the racing, commencing about 8p.m. Liquid refreshments available. Entries close on April 7th, 1973. No entries will be accepted on the day. All late entries, double fee. Transport will be provided from the Wellington - Lyttelton Ferry Terminal if required and requested.

Southland Gold Star Scramble

Our Gold Star Scramble set down for November last year was cancelled due to lack of support from Northern riders. We are now inviting entries from riders to our South Island Gold Star scramble leg at Easter, Saturday, 21st April, 1973.

Last season we had a terrific meeting on a good track and we are reluctant to run any meeting which will not create the rider and public interest necessary for an event of this kind. Therefore, if there are insufficient entries, the S.M.C.C. Committee reserves the right to cancel the meeting and refund all entry fees.

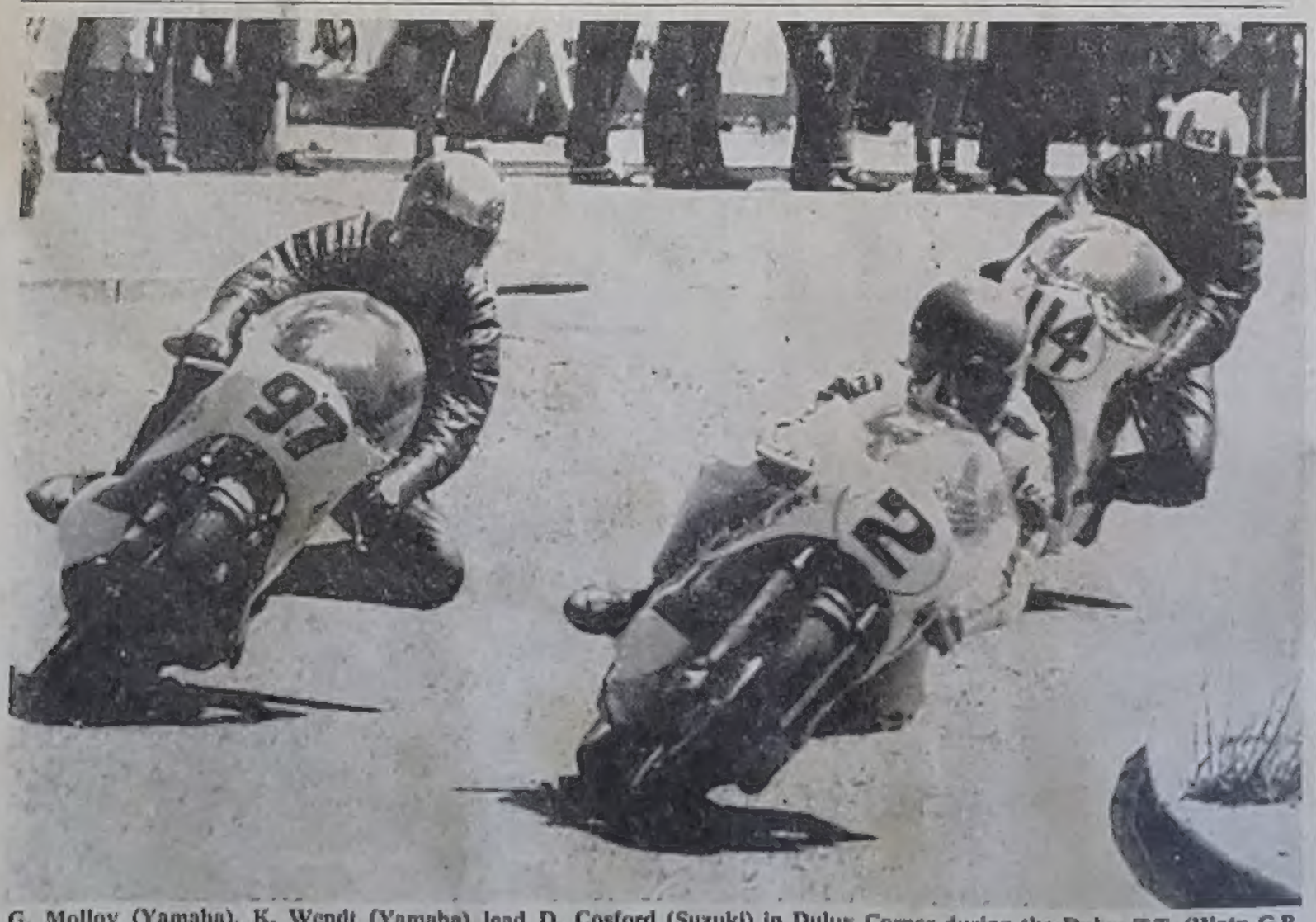
Billets can be arranged if required.

All Canterbury riders (and further North) will be paid $5.00 towards costs providing a start is made in any race on the machine entered.

Informal social functions will be arranged. Last Season's Gold Star film will be shown.

The actual venue is to be confirmed—but probably it will be the same circuit as last—or a similar one nearby.

Classes: Races will be divided into 4 classes, three heats in each. (1) Up to 250 cc. (2) Up to 350cc. (3) Up to 500cc. (4) Open class. Championship points: Allocated per heat—8, 7, 6, 5, 4, 3, 2, 1. Prize money: Per class—most points (total) from 3 heats. 1st $15.00; 2nd $10.00; 3rd $6.00; 4th $4.00;5th $2.00; 6th $.00. Special prize: Most points on day, $10.00. Machine examination 11 a.m. Official practice, 12.30 p.m. The Secretary, Southland Motorcycle Club, Inc., P.O. Box 386, Invercargill. Telephone 88736.



G. Molloy (Yamaha), K. Wendt (Yamaha) lead D. Cosford (Suzuki) in Dulux Corner during the Dulux T.T. (Wgtn G.P. '73).—Don Hopkins photo.

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British Trials Championship To Malcolm Rathmell

THREE BULTACO RIDERS IN FIRST THREE PLACES

The superiority shown by the British ace Malcolm Rathmell in the Trials Championship in his country has been overwhelming. In previous seasons Malcolm has been a promise for the English trial, and he now becomes a reality. Keeping in mind that England is the cradle of the best trials riders in the world, the fact that Rathmell heads them all is very significant.

In a close fight for the second place the Lampkin brothers have been the focus of attention in all the events. Finally Martin was the most fortunate, and Alan had to be contented with the third place in the classification table.

Classification

1st Malcolm Rathmell, Bultaco Sherpa T350, 91 points; 2nd, Martin Lampkin, Bultaco Sherpa T350, 77 points; 3rd, Alan Lampkin, Bultaco Sherpa T350, 73 points.

"WALES" TARGET MOTOR RACES MARCH 17th, 1973

The final deciding round of the Castrol GTX Championship will be fought out at what is probably considered the most demanding race circuit in N.Z. at Levin. This 1.2 mile track is loved by some and hated by others but all agree it is a mighty circuit.

A fast quickfire programme of at least 16 races will be the order of the day. All races will be broken into two heats to eliminate any possibility of long drawn out processions, and as well as the GTX Championship race, there are also championship rounds for the Bank of New South Wales N.Z. Saloons. Leading in the 0—1000 Saloons is the irrepressible Reg Cook, the 1001-4200 Saloon Class is still a closely contested affair between Don Halliday, B.D.A. Escort, Peter Sundberg, "Escort" and Alan Boyle, Viva G.T., with Steve Millen, B.M.W., adding flavour to the brew.

Those who were at the recent Tasman International meeting in January will remember Millen having a fantastic race with Pat Pascoe's much modified A40 Farina which kept the crowd on their feet screaming with delight for this was what they had gone to see.

The big class for the B.N.S.W. Champs features the Mustang's Camaro's, and the leading contender for outright saloon honours, "Hot" Rod Coppins in his Pontiac Firebird. Coppins has a fairly big lead at the moment over Paul Fahey in his Mustang, but Paul apparently wont be driving as the car will now be driven by Graham Baker, of Christchurch. Graham will also be driving his usual car, the P.D.L. Titan in the Formula Ford Championship in which, at the time of writing, he is lying second to Dave (Swift) Mc Millan. But, I digress.

Roaring (Red) Dawson in his Kensington Camaro will be out to head Coppins to the checkered flag and this he is capable of doing, so it will be close, what with Coppins, Dawson and Baker hard at it they will have to watch out, as the South Island contingent move north in the form of Kevin Haig, now really flying with the ex-Dexter Dunlop (Puffinstuff) Mustang, Bruce Jenner, ex-Coppins Camaro, and John Armstrong, in John Ridley's old Mustang lay down the gauntlet.

There was a time when this class was dominated by the North Island drivers but now it will be different and both Rod and Red just might feel a little lonely out there. The finest and closest single seater racing is being seen at the moment in the Formula Ford Champs, what with less than 6/10ths of a second covering the first six cars, it is anyone's race right to flagfall, and it is not uncommon for these tiny projectiles to be covered in tyremarks from their fellow competitors who so close do they race with their front wheels in between the other cars front and rear wheels. You can imagine what happens when one driver brakes early, the other driver flicks his car out of the gap and tries to outbrake the other, often to his sorrow, and, of course, if someone makes a mistake in racing this close, he usually takes someone else with him. Ask Robbie Booth, he'll tell you what we mean.

On top of this event for Formula Fords, Levin will feature for the first time in N.Z. a new novelty type racing, which will be tremendous fun for both driver and spectator alike, but more of that anon.

So, with Mini 7 Saloons and the ever amusing Formula Vee's, it will be a great day's racing at Levin on March 17th (St Patrick's Day) Incidentally, we hope to feature a special race for F.V. soon, but NOT with their usual drivers.

It's all going to happen at Levin. . . . . .

A MOTORCYCLING FESTIVAL

Taking advantage of the close proximity of Easter, Anzac Day and the world famous Barossa Valley Festival, South Australian clubs have co-ordinated their effort to make this one of the most memorable 8 days in South Australia's motor cycling history.

A conducted tour of the Barossa Valley has been organised by the Keyneton Club for interstate riders and their families and the Atujara Club has produced a brand new circuit at Cudlee Creek, 19 miles from the city for their Anzac Day meeting.

Port Pirie will see the start of the 8 days of racing and the famous half mile Speedway is the ideal spot to start the thrills and spills.

Saturday night will see impromptu entertainment at the clubrooms where many visitors camp on the lawns or a dance will be held at the Town Hall for those members who like tripping the light fantastic! Sunday will see the scramble on the club's own property only a mile or so from the town centre. Showers and ice water at the pits are a welcome feature for competitiors. After the meeting a social get together and Bar-B-Q has been arranged at the track and will continue till stumps. Accommodation is difficult at hotels and motels but camping facilities are numerous and further details can be obtained from Jim Gorey, Box 91, Port Pirie.

Wednesday sees the Laurie Boulter Moto X, South Australia's hour long scramble together with the Hec Henderson Sidecar Derby, which is South Australia's longest and toughest event.

Thursday sees the opening of the world famous Barossa Valley Vintage Festival. Only 47 miles from Adelaide, it is an easy run and will be necessary as accommodation is absolutely impossible anywhere in the valley at this time of the year. Thursday and Friday there will be grape picking competitions at several vineyards plus wine tasting at all wineries. Also on Friday, Keyneton club members will take visiting interstate riders and their families on a conducted tour of the valley and people wishing to avail themselves of this offer are requested to contact Geoff Warnest, 9 Welland Road, Nuriootpa. Geoff may also be able to assist in locating camping facilities nearby.

Friday night also sees the complete closure of the Main Street of Nuriootpa for street dancing and revelry.

For those lucky enough still to have a steady head and hands Saturday sees a massive procession starting at Nuriootpa and ending 4 miles away at Tanunda Oval where a day long festival is held culminating in the crowning of the Vintage Queen and ending about midnight. At all functions during this period wine tasting is a major attraction.

Come the dawn and Sunday's scramble which is held in the hills overlooking the entire valley. $1000 prizemoney has been allocated to this meeting, of which $175 will go to the Sidecar Feature event if sufficient entries are received, otherwise normal prizemoney will be paid. A two leg Moto X has been incorporated and this event will carry almost $500.

The spectators haven't been forgotten either in the complete catering of which suckling pigs will be one attraction item on the menu. Full catering for the benefit of interstate means a liquor booth is at the circuit but mercy will be considered for the overtaxed stomachs and cold beer not wine will be dispensed.

Grant

After his highly successful tour of Australia and New Zealand where he won 23 out of 24 races on the works 750 Suzuki, Englishman Ron Grant has finally returned to his home in America.

He is to test the latest racers in time for Daytona in March.

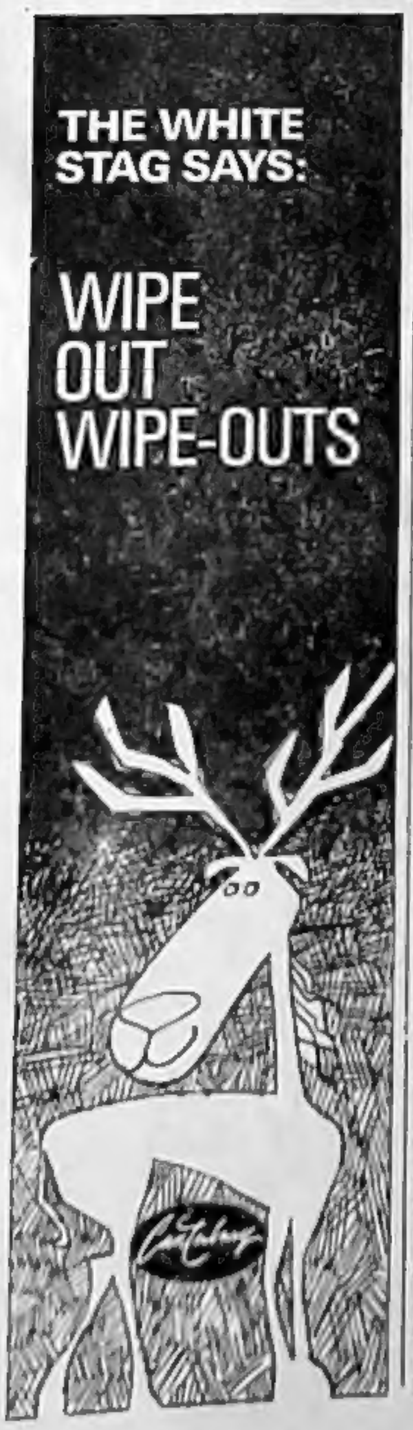
B.S.A.

The U.K. company are to start producing speedway engines.

It is understood that the motor will be a developed B.50 MX unit of 84mm x 90 mm using a 14:1 compression ratio.

BRITISH STARS IN VIENNA

More often seen on four wheels, British motor racing ace, Jackie Stewart, is seen here with another British star, the new Triumph 500cc trail bike. Stewart's two-wheeler time was at the Jochen Rindt International Motor Show in Vienna.



WAIRARAPA CLUB TONY BALL MEMORIAL TT

Twenty two riders turned up to do battle on Richard Wright's farm in brilliantly fine weather. The track consisted of a 70 mph straight with a tricky twist at the end on one side and various tricky corners on the other. The end of the straight being the downfall of many riders. Al Burrows came out of retirement on John Hetherington's Yamaha 125 and also borrowed his old CZ back off Rob Walker to provide the most exciting race of the day in his great duel with Mitch Pettigrew in the reverse scratch, just getting there by inches.

In the main race the Tony Ball Memorial, handicapper Don (Hoppalong) Perry sent off Gavin Tankersley first and he lead until the last lap, hotly pursued by Alistair Hosking. Doug Street took the ex-Lambess Suzuki 400 into third with the rest of the field nose to tail. Scratch markers Ross Gregory, Pettigrew, Walker and Burrows were scrapping furiously until all four tried to take the curve at once and Walker and Gregory went down in the spectacular pile-up. Last lap and its anyone's race. Richard Wright had got his nose in front, and Al Burrows was really flying through the field passing sometimes two riders at each corner. At the finishing line Wright crossed the line ten yards clear, Burrows takes Tankersley on the line, five yards to Hosking and another couple of lengths to the main bunch of about a dozen, all so close together that it was impossible to pick them individually, except for the throaty roar of Bob Holmes' ageing AJS.

Special thanks must go to Mrs H. Burrows for donating prize money for the last race. After the meeting most of the riders jumped into the nearby river fully clothed, to cool off.

Results:—

All In: 1. M. Pettigrew (400 CZ), 2. A. Burrows (125 Yamaha), 3. R. Buchanan (250 Yamaha).

250cc: 1. A. Burrows (125 Yamaha), 2. S. Miller (125 Yamaha), 3. D. Jones (125 Maico).

500cc: 1. R. Walker (360 CZ), 2. R. Gregory (250 Yamaha), 3. R. Holmes (500 AJS).

B Grade: 1. D. Rose (250 Kawasaki), 2. J. Martin (250 Yamaha), 3. C. Percy (125 Kawasaki).

A Grade: 1. A. Burrows, 2. R. Holmes, 3. R. Walker.

Tony Ball Memorial Handicap: 1. R. Wright (175 Yamaha), 2. A. Burrows (125 Yamaha), 3. G. Tankersley (90 Honda), 4. A. Hosking (100 Yamaha).

Le Mans: 1. M. Pettigrew, 2. D. Rose, 3. S. Miller.

Reverse Scratch: 1. A. Burrows (360 CZ), 2. M. Pettigrew (400 CZ), 3. R. Walker (125 Yamaha).

All In Scratch: 1. H. Gregory (250 Yamaha), 2. M. Pettigrew (400 CZ), 3. R. Walker (360 CZ).

Other riders: N. Hill, 350 Montesa; T. Sampson, 125 Suzuki; L. Collins, 125 Yamaha; P. Kennedy, 250 Bultaco; C. Clout, 500 Tribsa; P. Gunther, 250 BSA; D. Street, 400 Suzuki.

EIGHT YEAR REBUILDING PROJECT

Taking shape in the lounge of Mr and Mrs Roy Wheaton's Aberfoyle Street West (Hamilton) home is what must surely be the most immaculately finished stock motorcycle in New Zealand.

It's a 1960 model A10 BSA Super Rocket, a 650cc machine with 13,000 miles on the clock and an official certificate to prove that it carried Roy over a measured quarter-mile at Hautapu on March 24, 1962, at 112.5 mph, fastest time for its class, in a Hamilton Motor Cycle Club speed trial.

When he decided, back in 1960, to buy a motorcycle, Roy Wheaton knew exactly what he wanted It had to be a good-looking machine—and a quick one.

After a long hard look at what was offering he decided on an A10 BSA Super Rocket and duly placed his order with Raj Underwood, at that time proprietor of a motorcycle retail and repair business in Ward Street.

The big black and chrome dual-seated machine arrived in New Zealand on board the M.V. Cambridge on March 19, 1961—in case No. 191 according to one of the sheaf of documents which Roy has carefully preserved as some sort of a "pedigree."

It cost him £424. The price would have been £400 but extras he had specified, including "Western" handlebars and a TT carburettor, added up to the additional £24.

Roy had his good-looking motorcycle. Almost exactly a year later, at Hautapu, he proved conclusively that he also had a quick one—so quick in fact that one of the riders who had intended giving his bike a run in the same class didn't even bother to unload it off its trailer!

For the next couple of years Roy did the kind of things young chaps do with quick, good - looking motorcycles. Then his interest in it began to change. A watchmaker by trade, he took a critical look at the finish on his "good - looking" machine.

SHOWPIECE

"I suppose you could say I looked at it through my watchmaker's eyeglass," he says today. "The BSA company discontinued the line—the year after mine was manufactured—and I gradually got around to the idea of pulling it down and rebuilding it, filling or filing the welds, rounding out the sharp corners, smoothing rough edges, rechroming, polishing the aluminium ..... what I decided to do was bring it up to as near to immaculate condition as I could, to turn it into a showpiece.

He wrote to the makers, telling them of his plans and found them ready and willing to help and provide all the information they had on how to improve the machine. He quietly set to work on the project and looked around for spares.

"I wouldn't be surprised if I found I now have the biggest stock of BSA spares in the country."

But things went slowly.

Roy set up in business on his own account and, as the business built up so did his spare time decrease. And he found it difficult to get the work he wanted done carried out to the standard he had set. Often, in desperation, he chose eventually to do some particular job himself.

Somewhere he read of the chroming process used by the Rolls-Royce company. It differed from the standard process but the end result gave a true chrome finish—without any "tinting" effect. He took his problem to Rotorua Electroplaters where Ray Gera and Neill Collett agreed "to give it a go." Back came a superbly chromed set of equipment—packed in cotton wool in a specially made case!

HAND PAINTED

When the frame had been finished to the standard Roy wanted — no weld marks visible, no rough edges—as perfectly finished as he could make it—near neighbour Nigel Swinsco, who has been a regular assistant on the project almost throughout, applied eight coats of black paint, all by hand, and each carefully sanded down after application.

How do you get a mirror-like finish on aluminium? You fill the bath with water, get some superfine wet and dry paper and work under water so that the minute aluminium particles are floated off without scratching.

When it came to line boring the crankcase Roy found there were just no tools available. He took his problem to Micro Engineers and they made him a special set. Bill Pertin produced moulding and Fred Rose made up nuts, turned and domed bolts and came up with a staggering variety of other vital bits and pieces. Norm White, from Monteith and Parker, checked and trued the frame and Dave Mortimer, from W. White, fitted all the bearings.

Floating around in his mind, and roughed out on paper, Roy has several ideas for the dual seat. Motor trimmer and upholsterer Ray Joyce is curently wrestling with that little problem.

The Lucas electrical company has provided labels for Lucas accessories on the machine.

INSIDE AND OUT

"Inside" the machine will be as perfect as it is outside. The gearbox and "works" generally have been rebuilt with new bearings throughout.

But the end of almost nine years of painstaking work is in sight and Roy plans on having the A10 ready for display it at various exhibitions.

It will be in a class of its own—literally speaking.

There is no class at New Zealand hot rod shows for which the A10 qualifies. But in the United States there is. They call it "super clean" and it is for immaculate but absolutely stock machines, and Roy hopes, ultimately, to get such a class included in the New Zealand list.

WHAT NEXT?

In the meantime he has taken steps to ensure that the A10 will be preserved for posterity. In the event of his death, it will in the terms of his will, be handed over to the Auckland Museum of Transport and Technology on permanent loan. Its sale or "breaking up" are expressly forbidden.

I asked Roy the obvious question — what was he going to do when "Project A10" had been completed.

"There's the best part of another two Super Rockets in the shed plus a Gold Flash and a Bantam two-stroke," he told me. "I'd also like to get my hands on a C10, a C11 and a B31, or bits and pieces of any or all of them. I'll carry on restoring them, just as I've done with the A10, as a hobby both in the immediate future and, eventually in my retirement."

But it seems likely that "Project Workshop" may come between the completion of the Super Rocket and whatever machine Roy decides to start work on next.

"Lynn (his wife) has been very tolerant. I expect there aren't many wives who would have been prepared to put up with having a motorbike parked in the lounge for as long as she has had to . . ."

Pasolini At Daytona

VARESE, ITALY, FEB. 25: Italy's Renzo Pasolini, who placed third at Ontario last year in his first attempts at American racing, will again ride a Harley - Davidson vee-twin at Dayton this year.

Pasolini is the Harley-Davidson factory rider in Europe using the big 750cc vee-twin in Formula 750 races and the company's twin - cylinder two - strokes (formerly raced under the Aermacci brand name) in 250 and 350cc world championship events.

Renzo has never won a world title but came really close last year finishing just behind Jarno Saarinen and just ahead of Rod Gould in the 250cc battle. Highlight of his season was a superb win in the Italian 250cc Grand Prix, blowing off the Yamaha factory effort right in front of the home fans.

A former rider of the factory four - cylinder Benellis in 250, 350 and 500cc classes, Pasolini presents a very definite threat to the home-grown aces.

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SPEEDWAY TEST TO BRITAIN IN FINAL HEAT

G. Hunter lunged desperately into the first turn to claim the lead in the 18th and final speedway heat and a clear test victory for Great Britain at Western Springs on Saturday 3rd February.

As the rubber barrier zinged across the track, marking the start of the heat, four determined leatherclad figures, led by the New Zealander G. Peterson, barrelled from the starting gate.

Before this final heat, Great Britain led New Zealand by 53 points to 49 and the Kiwis had to finish first and second to force a draw in this first test, and judged on previous heats this was not beyond them.

Great Britain had their top scorer, C. Pusey, on the line with another leading rider, Hunter. New Zealand had their national champion, Peterson, and another leading man, R. White.

Tense Atmosphere

Adding to the already tense atmosphere, Peterson broke at the first attempt at the start, but on the second attempt roared from the gate.

As he glanced around for the expected attack from Pusey, it came, surprisingly, from Hunter on his other flank. Hunter crammed the Kiwi and claimed his racing line.

It looked a well-planned move, but one which drew no comment from the British manager, Mr C. Tucker, after the event.

It was speedway racing at its best. Although it appeared early on as though Great Britain could win by a large margin, the New Zealanders fought back with such tenacity that the overall lead changed no fewer than five times.

Although the British team was stronger than New Zealand, with four of their six riders scoring over 11 points, only two of the Kiwis, the captain, R. Moore, and B. Andrews, scored over eight. Moore top - scored in the test with 14 points, two ahead of the best two visitors, Pusey and B. Kilby.

Dynamic

Not since he was a 17-year-old youth back in the early 50s had Moore been so dynamic on Western Springs. His starting, anticipation and controlled broadsiding were of the highest standard.

In his six rides he was beaten once, retired once with motor trouble and he won the other four.

The only unfortunate incident was when the British reserve rider, B. Thomas, fell in the seventh heat while replacing N. Boocock, who appeared out of touch on the night.

Thomas was riding with 15 stitches in a cut in his leg following a recent crash in Australia. In falling he reopened the wound, which needed hospital treatment.

In the light of New Zealand's display, plus the addition to future teams of the world champion, I. Mauger, and former champion, B. Briggs, the chances of New Zealand's winning their third home international test series in succession looks good.

The individual scorers were

Great Britain: Kilby, 12; Pusey, 12; A. Holey, 11; Hunter, 11; E. Broadbelt, 8; Boocock, 2. Total, 56.

New Zealand: Moore, 14; Andrews, 12; Wright, 9; Stapleton, 8; Peterson, 6; B. Subritzky, 3. Total, 52.

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Findlay

Jack Findlay is to race 500 and 750 Suzukis in Europe this year. He will have two works mechanics to assist him in the 20 classic (GP and F750) races this season.

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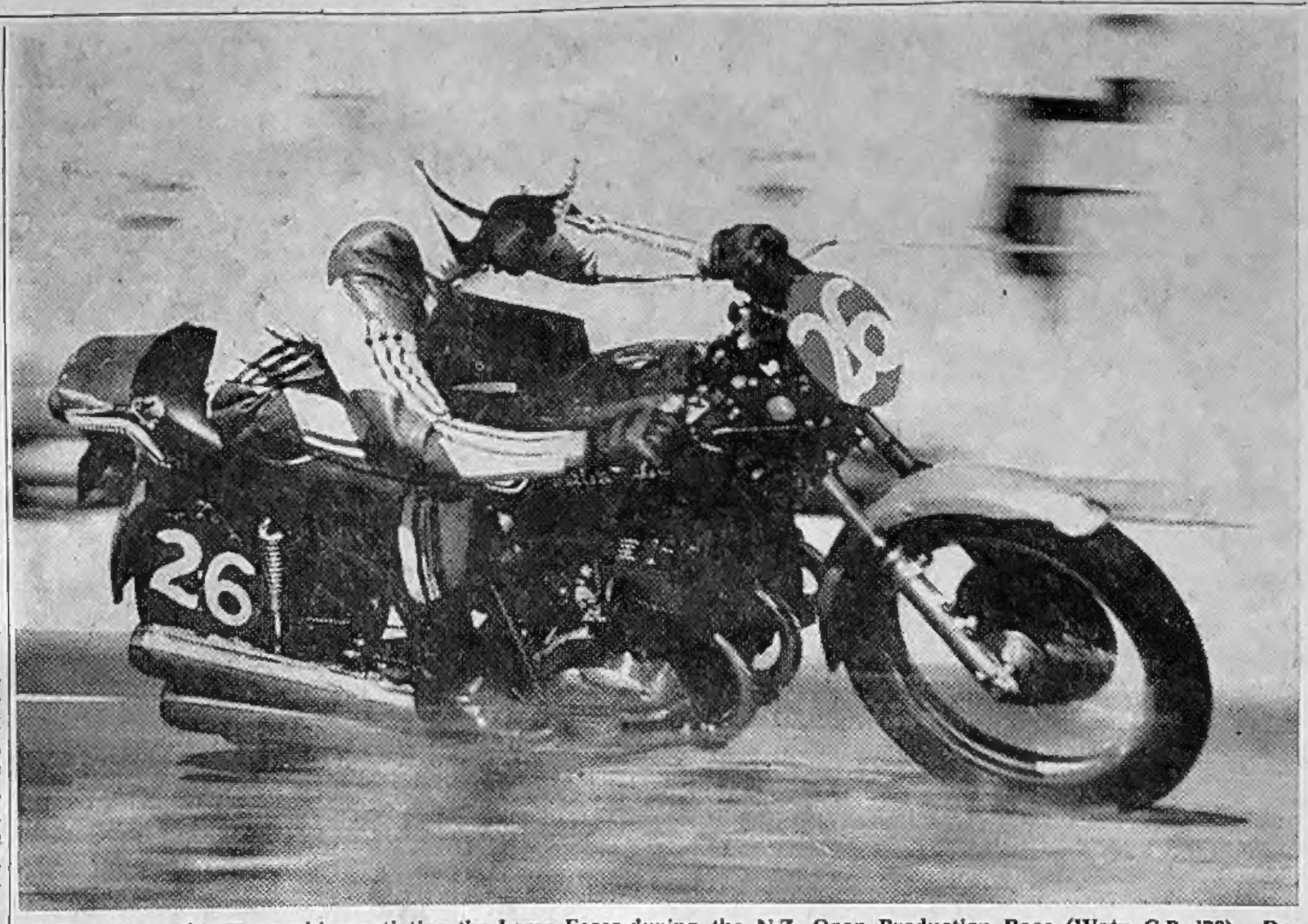

J. Woodley on his Kawasaki negotiating the Lesco Esses during the N.Z. Open Production Race (Wgtn G.P. '73).—Don Hopkins photo.

TRACE THAT ELECTRICAL TROUBLE

A trail bike is subject to use whereby an infinite amount of mud and water can cause an infinite amount of electrical troubles.

About the most common is a flat battery. As soon as this trouble occurs most owners either remove the battery and have it charged or rip out the alternator and suspect an open circuit.

Motorcycle electrical specialist, Rob Suffern, of Highway Motorcycles, has had much experience in tracing electrical faults and he takes up the story on a customer's Suzuki 250.

"Unless the ignition or lights fail," Rob explains, there is little warning that electrical trouble is brewing until the battery goes dead. When this happens we usually have to charge it up for the person and give it back telling him to make sure the connections are clean and the earth point is good."

"The next thing that usually happens is the owner returns the following week, alternator in hand, insisting we check the windings for a fault. This is the very last thing that should be done as there are a dozen other items more likely to be at fault before the geny is even considered to be suspect."

"I tell you, nine out of ten flat battery cases I see are caused through either no water in the cells or corroded connections."

"The first thing to do if a battery goes flat is to remove it, top up each cell to the right level, thoroughly clean the two connections and refit it to the wiring harness, making sure the earth lead has a clean connection to the frame, or wherever it joins. If you have a bike where the the battery has individual terminals instead of wire leads, then make sure both those terminals are clean and that they are protected from corrosion by either smearing them with something like Vaseline or spraying on an insulating chemical."

"By refitting the battery to the bike in this manner it should become charged as the engine is run. If it remains flat, then the real trial and error work begins.

"For the man working at home, I can only suggest he cleans each connector on the harness and visibly checks all the wires in case of damage which will either cause short circuits or no circuit at all. Everything from the battery back to the geny, including the switch and rectifier, must have the same treatment."

"If the battery still refuses to become charged then DO NOT pull the motor apart and wrench out the crankshaft mounted alternator. Experience has shown that that component is most unlikely to give trouble."

"It is here that even the most enthusiastic home mechanic must move over and let a well equipped auto electrician do the job. The instruments used these days can trace the trouble in no time and usually in a matter of minutes I would know whether the fault is a damaged battery, inefficient rectifier, a wiring discrepancy or lack of juice from the geny. I always work in that order, checking the easy and most likely things first."

"Too often the electrical system on a motorcycle is taken for granted with the owner assuming that because there are no moving parts, no attention is required. Now, while that is partially true, as ripping apart every connector once every 5,000 miles is pointless, items like batteries must not be neglected. And don't under-estimate the capabilities of those spray-on insulating chemicals as, despite their high price, they can help a mud plugging bike But in the same breath, don't over-estimate them either — they can't perform miracles if the basic wiring and connections are not in order."

(Courtesy Aust. M/C News)

Emde On Suzuki

IRVINE, CALIF., JAN 14: Don Emde, winner of last year's Daytona 200 on the Mel Dinesen / MotorCycle Weekly Yamaha, will race a factory 750cc Suzuki three in this year's event.

Don agreed to terms with Suzuki last week and will team up for the big one with Ron Grant, Paul Smart, and New Zealand's Geoff Perry.

"It's only for Daytona at present," said Don, "but I'm aiming to really get it on and try to do it again. I'm really looking forward to having all that horsepower and am hoping to do well enough to stay on the team for the remainder of the season."

REVOLUTION

AIR-COOLED ENGINES WILL NEVER BE THE SAME.

Time was when 'two-stroke' meant putt-putt-putting around and getting blown into the weeds by the big guys as they went by. No more. Today, 'two-strokes' are triumphant in every field of motorcycle competition. Rewriting the record books and blowing a lot of 'big guys' into the weeds. Now, after years of research, Castrol joins the Revolution with Castrol Super Two Stroke Oil. Developed specifically for high performance air-cooled two-stroke engines.

Castrol Super Two Stroke Oil for super two-stroke performance.

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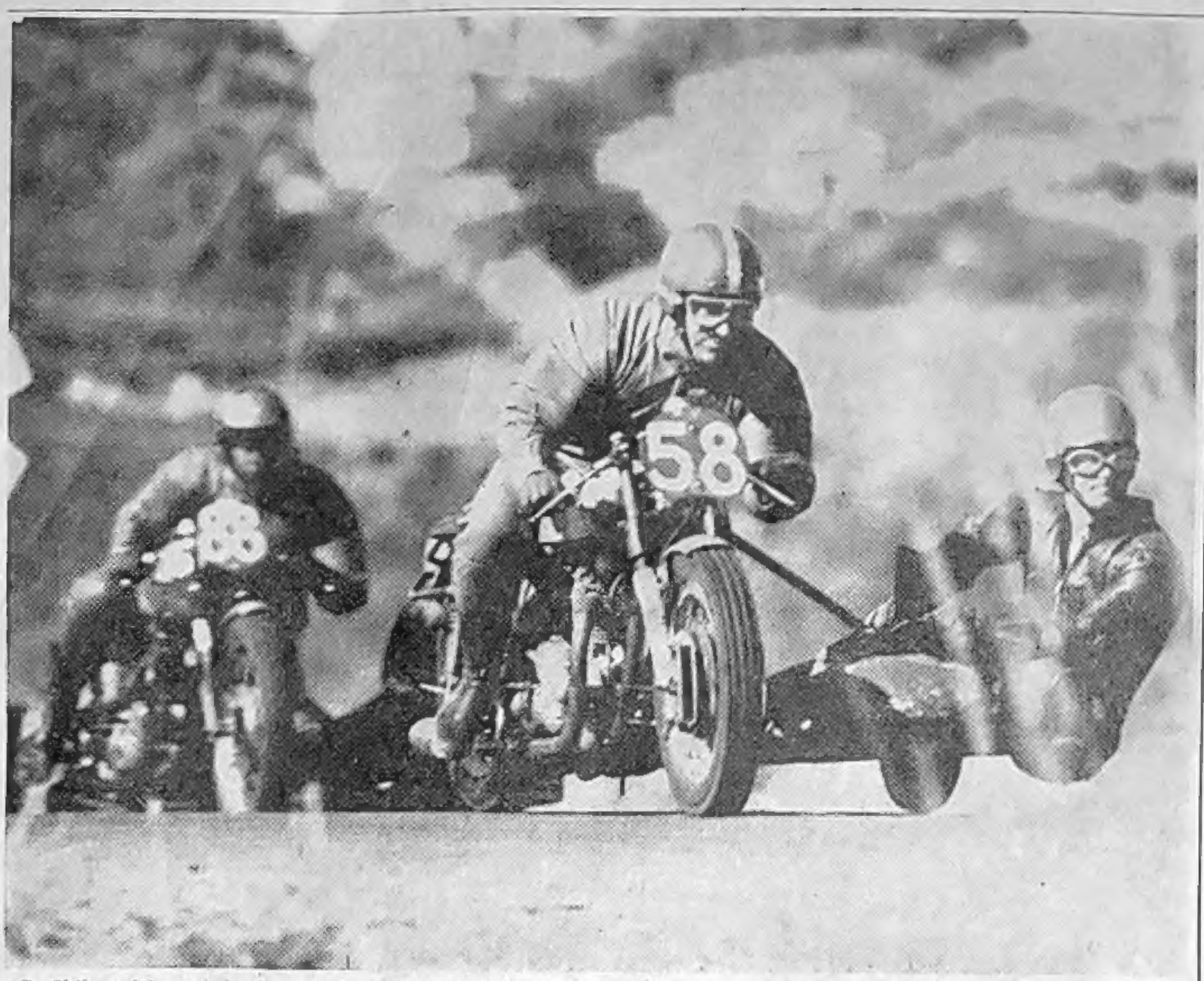
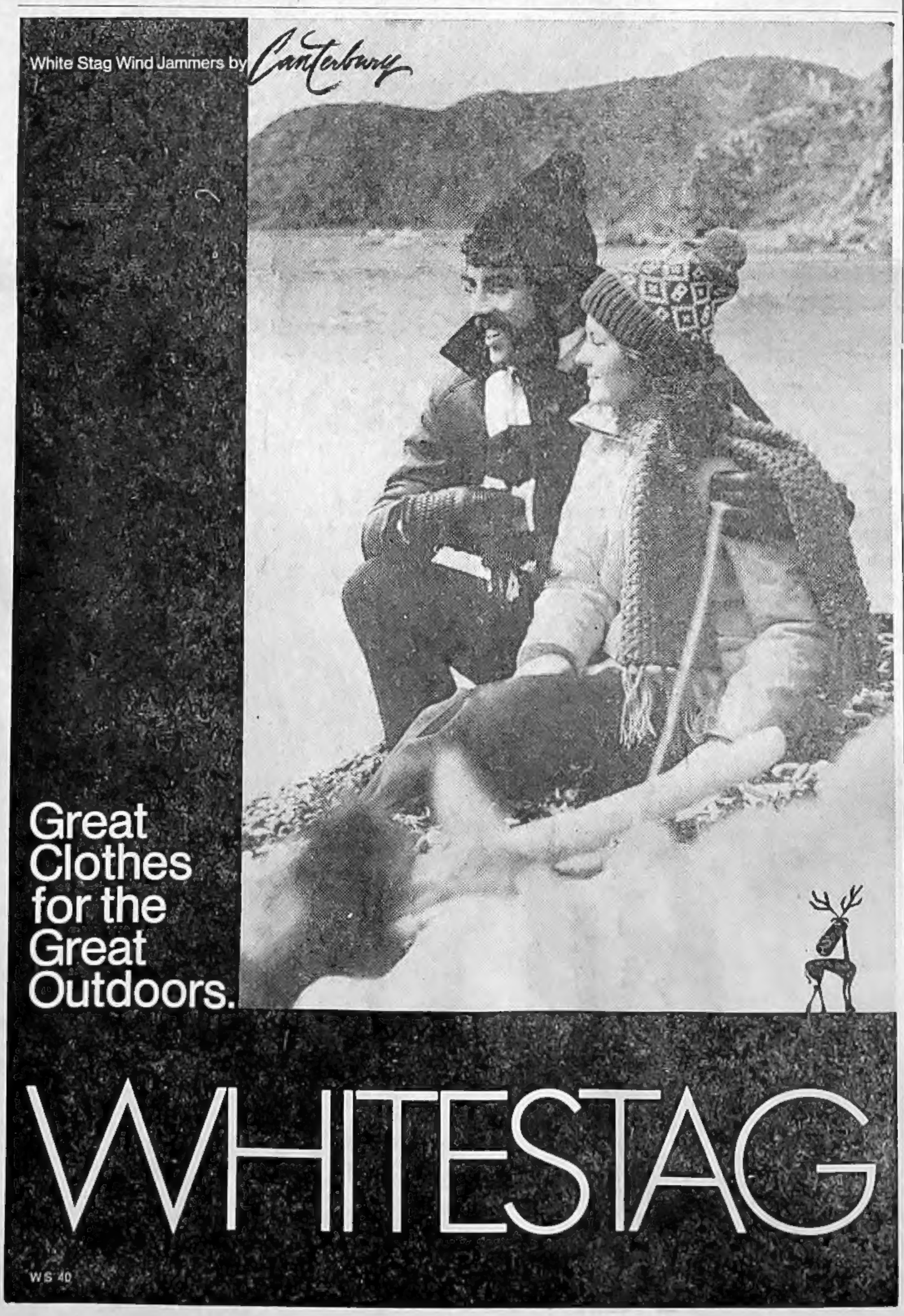


G. Skilton (Norton) leading R. Leppard (Triumph) over the railway crossing into the Lesco Esses during the Lesco Sidecar Handicap. (Wgtn G.P. '73).—Don Hopkins photo.



Wanganui Adventures Of Wairarapa Club Members

(An editorial view of the road races.)

Early on Boxing Day we leave, with bikes on the truck plus a trailer loaded with sidecar on behind—total weight, about three ton— I'd better watch out for Mr Plod as I haven't got a heavy traffic licence. V8 power covering the miles in gigantic strides running very smoothly until Bulls, bumpity, bump, bump. Drat! A puncture. Too much weight and sixty pounds pressure causes the tube to give out. Shift all the load to find spare and jack, but no use—truck is so heavy that the jack just sinks and the truck stays where it is. To cut a long story short, after much heaving and shoving by half a dozen bods, spare is on and we're away again going smoothly until one mile to go. Poof, sizzle! Radiator header tank splits and showers the windscreen with boiling water (the bonnet has been missing for a while but that's another episode). We manage to carry on looking like the North Island steam express, and receive a lot of funny looks as Puffing Billy pulls into the pits across the railway lines.

First practice session, Maico refuses to fire, but all is not lost—just too much oil in the petrol, so we have to wait and practice with the five hundreds. During the sidecar practice we see many club members standing around the course, there's the Shakes, the Bulls, the Sampsons, the Lambess', Dave Jones, Norm and Bruce Hill, Jim Mathews, John Spray, Robin Haines, Mitch Pettigrew and all their respective clans—the whole club must be here. A couple of practice laps and the bike goes onto one cylinder so we stop and spend the rest of practice finding the fault.

Race One: 125cc scratch. Off to a good start in the first half dozen. Maico doesn't have the speed down the straight but seems to corner okay. Another rider tries to pull inside on the Cemetery Corner. No you don't, I say, and squirt the gas, right hand footrests grounds, back wheel slides, bump! bounce off traffic island and leave white all over the rear tyre. Next time round a couple of obliging chaps in front collide and drop their machines, making an odd sight as they slither up the road on their backsides, just like the Atlantic T.V. advert. Feed your horses men, I think, while weaving through and into fifth place, making the trip worthwhile after all.

First sidecar race and grid position fifteen—there were only twelve starters, so how do you work that out? Flag drops and Ross and Sanse on the Indian get a flier. Meanwhile the editorial outfit starts reluctantly and roars off in pursuit of the field. Looking ahead we see Gordon Skilton up front and going like clappers, but where's Ross? He must be in front. No, there he is stopped at the side of the track with a blown motor. Later we find out the Indian motor has not got one single part which isn't broken or cracked. End of the race with Gordon a street ahead. After working through the field we manage sixth.

On to race seven, the B grade event, and Doug Street really pushes his Bultaco to fifth after a great duel with four other riders, but Doug has the power to pull away in the finishing straight.

The second sidecar race comes along and away we go in the handicap start in about the middle of the field. First pass one rider, then another, until, just ahead we see the leader. Shadowing him through two corners, broadside around the left-hander and hit the straight pulling out to pass with the Triumph valve bouncing in third, we try for top. "Kapow", both chains go flying. We coast silently up the slip road and watch as this same guy tours round in front, with Gordon working his way through the field. In the sprint for the line, he just fails to take first place—another ten yards and he would have made it.

Frantically working in the pits to make the last race, we borrowed the Maico chain for the primary drive and with a back chain from another rider, the bolt through the top of the gearbox has broken, too, when the chain broke, so we will have to risk it and hope it lasts the third race. Down goes the flag, and again one of the last away as Gordon fades into the distance. Into the first corner we go—the bike's really flying this time, tyres protest loudly as we pass three outfits here, another couple of laps and we pick off the opposition one at a time, the motor revving furiously and pumping oil all over me, on every right hander the front wheel is fighting to go straight ahead and takes some dragging around. Second to last lap we see Dennis Rohloff standing by the side of the track and we 've got his spare! Screaming round to the finish we find ourselves in third place— at least the prize money will pay for our trip but we've got to get home yet.

Every couple of miles we have to stop and fill the radiator with about 4 gallons of water, stopping at Sanson for tea to let the motor cool. On with the stop-start driving until Pahiatua where we stop to connect up the trailer as the local traffic cop seems to be taking an interest in us. But what is that noise coming from the back tyre? S S S S S. . . .another puncture. Luckily a garage owner is just closing up and fixes the tube for us for a buck and a half. Another forty miles of fill 'er up and boil it dry every few miles until we reach home with the motor so hot that the oil was starting to boil. It has been quite a long day. (It must be noted that this tow vehicle has since done a trip to Tauranga and back without any trouble—much).

Velocettes Reborn

When the Velocette firm went broke a couple of years ago an enthusiast by the name of Matt Holder bought up most of the factory tooling, put them in his own engineering works and for two years has been making spares.

Now one of the biggest Velocette dealers, Geoff Dodkin in London is to produce the bikes again. They will be hand built at the rate of only one a fortnight starting off with Thruxton 500 models

Geoff estimates that the cost will be about $1,400 in U.K. and that even 350s could be made next year if all goes well.

Kawasaki

A total of nearly $300,000 is to be set aside in contingency money by Kawasaki for riders who win on their bikes.

For example, if a Kwaka is first across the line at Daytona he receives no less than a $20,000 bonus—not to mention existing prize money.

NEW HONDA XL250 MOTOSPORT

Honda's latest on-off the road machine — the XL250 — is now being imported in volume by the concessionaires, Blue Wing Honda Ltd. This model — the most recent addition to the Honda range of trail type machines — is a four stroke like almost every other motor cycle produced by Honda, the largest of the Japanese motor cycle manufacturers.

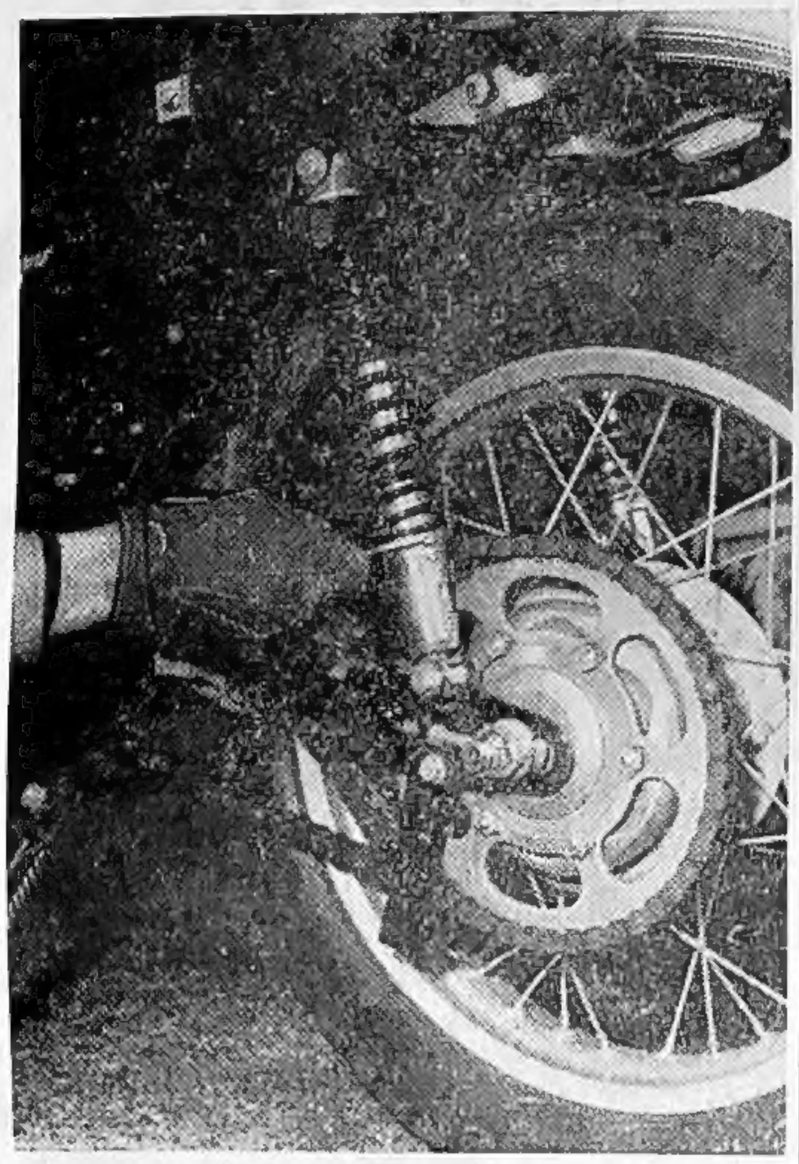
Weighing only 278 lbs fully equipped for road use, the XL250 has aluminium wheel rims — with profiles designed to reduce mud encrustation when riding cross country — and a magnesium alloy engine.

The 248cc twin overhead cam four valve single cylinder power unit — which is believed to be the first mass production model of this type — pushes out 20 bhp at 8000 rpm giving the machine a maximum road speed of about 80 mph.

However it is in the off the road role that the XL250 really excells with its engine guard, adjustable ground clearance, spring up footrests can dig into the ground unexpectedly and with unpleasant results), and "quick-detach" headlight, instrumentation and battery.

Controls include engine kill switch and two cable throttle system — with bellows seals to keep out dust. This type of control allows the rider to close the throttle positively — an important feature when the machine is used for trail work.

An interesting but simple feature on the new model — and in fact on all the latest Hondas — is the lock down helmet holder. Also — and perhaps of greater interest to conservationists, and parents and wives of prospective motor cycle buyers, is the standard Honda tank label bearing the words "preserve nature, always wear a helmet, think safety".



Adjusting the rear shock absorber on the Honda XL 250 Motosport. Note positive rear axle adjustment bolt which is less susceptible to damage than conventional tension bolts.

Specifications:

Horsepower: 20 bhp/8,000 rpm. Engine: 248cc OHC single cylinder, 4 valve head, magnesium and aluminium alloy. Compression: 9.1:1. Starting: Primary kick. Transmission: 5 - speed. Frame: Semi-double cradle pipe. Dimensions, L X W X H: 2,120 X 840 X 1,125mm (83 X 33 X 44 in). Wheelbase: 1,385 mm (55 in). Ground clearance: 190mm (7.5 in), adjustable. Gasoline tank capacity: 8 litres (1.7 imp. gal., 2.1 US gal). Tyres, front and rear: 2.75 - 21, 4.00 - 18. Weight: 126 kg (278 lb).

The current shipment of 200 machines should be in the hands of all North Island Honda dealers by the time you receive this. South Island dealers are unlikely to receive their supplies of the new model until the end of the month. In most centres a machine is likely to be available for road test.

Honda's XL 250 Motosport — the latest addition to the New Zealand Honda range.

Monococque Nortons

ANDOVER, ENGLAND, JAN. 12: The British Norton company — whose racing team will again be sponsored by the giant John Player Tobacco Company this year—unveiled their Daytona racers at a special showing in London last week. And the new bike, which will run in both American and European Formula 750 races, turned out to be a senational monococque frame design that is some 40 pounds lighter, six inches lower and even more sleeky streamlined than last year's racers.

This fact takes on terrific importance when one realises that the light weight and windcheating abilities of the 1972 racers were good enough to result in a 155mph top speed from only 69bhp and fourth place in the Daytona 200!

Power potential of the 1973 engine unit is now closer to 80bhp and a short-stroke version is in the works that will up the horsepower even more. Wind tunnel tests have proved the new streamlining to have a lower drag coefficient than any current racing rivals and Norton boss, Frank Perris (noted for his straight talking and absence of exaggeration) says the new bike should be capable of over 170mph.

Magnesium wheels and magnesium front forks both keep down the weight and aid the handling while twin discs at the front and a single disc brake at the rear handle the stopping chores.

THE WINNING UNDERDOG

By John Weed

In every sport there is an underdog. In motorcycle racing, especially road racing, that title must go to Yamaha as their 400 c.c. disadvantage is unheard of in any other facet of the sport. However, the term only applies on paper as once on the track, the 350cc twins don't let their diminutive size affect them too much. Just ask Daytona winner Don Emde or Loudon winner Gary Fisher.

Last year the works Yamaha team was run under a very strange system with various dealers entering and owning the machines but all of the bikes being kept on the West Coast of the United States. Various tuners were called in to fettle the engines and the whole effort was a bit loose to say the least.

For the coming year, things are going to be different and although the team will operate out of their Buena Park offices, all of the road racing activity will be handled by ex-world champ and Yamaha ace Kel Carruthers in El Cajon, California.

To anyone remotely interested in pavement racing, Kel Carruthers needs little introduction. The 35 - year-old Australian was one of the top riders on the continental Circus for a number of years and grabbed the 250 c.c. world championship in 1970 on a Benelli four. Before that he had campaigned everything from a Honda four in his native Australia to works Aermacchis.

However, his link with Yamaha came when he first started riding for Don Vesco. At first it was only for Daytona and Kel would go back to Europe and concentrate on the GPs but once he saw how much money could be made in stateside racing, he made the switch and decided to race over there full time. On Vesco machinery, he was unbeatable in the 250 class and at Road Atlanta in 1971, he toppled the might of the 750 cc aces by winning the big bike national. From then on, 350 c.c. Yamaha were the underdogs on paper only as they had the speed, handling and braking capabilities to win any race in the country.

Kel proved that it wasn't just on the short twisty tracks that the Yamaha was capable of winning as he came within a tire's width of winning the Ontaria event in '71 and was clocked at over 162 mph at Talladega last year. For 350 cc's, that's moving along quite briskly.

In 1972, Kel switched to the works Yamaha team and once again proved that his talents extend far beyond the race track. Tuning his own machines, as well as Kenny Roberts, Kel proved that his knowledge of tuning the Yamaha 350 c.c. twin places him in the unique position of being tops both on and off the track.

All of the factory road racing Yamahas will be handled by Kel this year and the team of Carruthers, Roberts, Gary Fisher and Don Castro will undoubtedly start the year as underdogs.

With that much riding talent on hand, the bikes will have to be up to the job and Carruthers feels that the new water-cooled 350 twins can handle it. "Our biggest problem last year with the air-cooled version was holing pistons. We were putting out a lot of horsepower and after 100 miles, the cyclinder head temperature would just poke a hole in the crown. The water-cooling should prevent this." When asked if he thought the new machines would be any faster, Kel replied: "I can't see them being much quicker as all of the port timing is the same as the air-cooled TR3's."

Carruthers will only contest four or five of the AMA events and will concentrate on his tuning chores. Kel is full of praise for the revamped Yamaha team (Roberts being the only hold-over from last year besides Kel) and feels that young American riders are as fast as anyone in the world. "They may lack a bit when it comes to race strategy and throttle control in the corners, but they more than make up for it in pure talent."

While on the subject of race strategy, the 1972 Ontario race came up. Kel and Kenny Roberts were running around like the Bobbsy twins looking nearly iedentical with their yellow leathers and bikes. A few laps from the end, Roberts shot into the pits for a quick gas stop, letting the seasoned veteran go on for the undisputed win. All eyes turned to Kel and waited for him to run out of petrol but in his unassuming way, he just motored on to the chekered flag.

Says Kel about the race: "I had my wife Jan giving me lap times rather than regular pit signals so I knew exactly how fast I was going and how long I could keep it up. We were down around the two minute ten second mark and that was about as fast as we could go. At that pace, the petrol consumption was critical but it helped me some when I started to draft Kenny and it was left to him to break the wind. Also, I had my tanks exactly at the limit. Some of the Yamaha tanks come with a bit to spare and some with not quite enough so I measured mine exactly with a measuring cup to be right at the limit and I topped it up on the line." It paid off.

Pete Schick and Art Barda will still handle the managerial spots for the Yamaha racing effort with Kel mainly concentrating on track-side problems. Kel is busy preparing the team bikes and is up to his ears in cranks, barrels and cases but explains that very little is needed on the new engines and most of the dismantling is for precautionary measures and to incorporate some of his minor mods like alloy plugs on the cases and the right foot shift pattern that he prefers. Once he has the bikes built, Kel will let the riders choose which ones they want for the year. "I'll just have them with no fairings and let them pick." An easy way to avoid the complaints about preferential treatment.

Once Carruthers has the bikes built and just has to worry about the race-to-race tuning, he will be able to take in outside work and his shop will no doubt handle much of the Southern California Yamaha privateers who are just dying for a good crankshaft rebuild or port modification.

One thing is certain, however, and that is that Yamaha hasn't been in such good shape since they first started racing in the big bore class and with water - cooling, the bikes should be even more reliable than ever. They have already proved that they have the speed, only losing out slightly on acceleration, and with a better chance of going the distance, Yamaha must surely start out the year as the best bet underdog that ever existed.

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N.Z. v. AUSTRALIA MATCH RACES

Once again the Aust. v. N.Z. race at Amaroo Park (NSW) saw a walkover by Australia with 20 points to a humble 3 scored by the visiting team in a day that started off blanketed by black clouds yet materialised into a day of champagne racing for the crowd that turned up.

Of the four rounds of this match race "old number one" Ron Toombs (Yam) won two, plus finished a close second to Gary Thomas (Yam) in one and the same in the other round to Brian Hindle (Yam) Highest placing by a New Zealander was Dale Wylie (Suzuki) who made a great go to the 3rd round to lead for a while before giving way to run fourth to the end.

Amongst the NZ team was John Boote and his rapid Suzuki 500 that he led Ron Grant home in N.Z. recently. He failed to show the same form but nevertheless gave a talented display on a type of track that is very strange to this native New Zealander.

The first round of the "Superbike Series" to be run during this year saw a result far from the imagination of superbikes when Gary Thomas raced a 350 Yamaha to four easy wins with similar type machines (standard road type looking but vastly tuned) filling the next three places in all rounds.

Of other main solo events on the programme Toombs (Yams) won two, Hindle one and Thomas one—the main one. Toombs' wins were not easy ones for he took the 125 after a great battle with Tony Hatton (Yam). The 250 race saw Thomas and Greg Hansford mix it with Toombs for a while but then Toombs han off to run his own race and into the bargain set a new lap record for this class.

The 350 saw Toombs trounced to the end when Hindle took control on the second time around after being led by Thomas, Toombs, Hatton, Rob Madden and Hansford for the opening lap. Toombs was ahead of Thomas at one stage but the order was reversed on the last lap for good.

Thomas had his talents extended to the full by none other than Greg Hansford in the Unlimited 10-lapper when the Queenslander followed him past initial leader Tony Hatton. Toombs also was kept on his mettle in this by Clive Knight but he (Toombs) retired on the tenth and the place was Knight's to the end. At the finish it was Thomas by 10 yards over Knight with Len Atlee finally coming on strong for the day with a fourth place.

The production events provided Max Robinson (Honda) with a fine win in the Unlimited by over 150 yards over Vic Vassella (Laverda) while Jeff Sayle (Yam) had an equally good win in the 250 race for production machines Second place for this was a goer between Warren Willing (Yam) and Rob Burke (Suzuki) to the end.

Willing, however, made no bones about the U/l B when he raced to a line to line win. Vassella and the big Laverda held second most of the way ahead of a hard riding Dave Burgess. Willing also tasted victory in the 360 B taking the lead from Peter Stronach (Yam) on the third and going away for line honours. Ride of the race went to slow starting Greg Hansford who came through on the greasy track to take third by the flag.

In the Non-expert events Ron Burke (Yam) , Ron Radonich and Laurie Barnett all claimed well deserved wins. A sidecar race saw three finishers with Max Brazenall (Trident) doing a "demo" for the money. Other three wheeled events scheduled were hence scrapped due to the lack of entries.

NZ v Aust: Heat-1, (4) G. Thomas (Yam), R. Toombs (Yam), B. Hindle (Yam). Heat -2: Hindle, Toombs, Thomas. Heat-3: Toombs, Hindle, Wylie (Suzuki) NZ. Heat-4; Toombs, Hindle, Thomas.

Super-bike race: R-1 (4), G. Thomas (Yam), R. Hinton (Yam), V. Vassella (Laverda). F/1 Hinton 60.3. R-2: Thomas, P. Stronach (Yam), C. Knight (Honda). F/1 Hinto 60. R-4: Thomas, R. Hinton (Yam), Stronach, F/1 Hinton 60.3.

125: (8), R. Toombs (Yam), G. Olsen (Suz), G. Thomas (Yam), B. Ireland, A. Burt, F/l Toombs 63.8.

250 : (10), R. Toombs (Yam), G. Thomas (Yam), W. Willing (Yam), G. Hansford, R. Madden, F/l Toombs 59.2 (record).

350 : (10), B. Hindle (Yam), G. Thomas (Yam), R. Toombs (Yam); T. Hatton.

U/L Experts: (12), G. Thomas (Yam), G. Hansford (Yam), C. Knight (Yam), L. Atlee, R. Hinton, D. Burgess, F/l Hansford 64.00.

250 Production: (8), J. Sayle (Yam), W. Willing (Yam), R. Burke (Yam).

U/L Pro: (8), M. Robinson (Honda), V. Vassella (Laverda), M. Caux (Kawasaki), J. Eastmure.

U/L B: (8), W. Willing (Yam), V. Vassella (Laverda), D. Burgess (Suzuki), R. Burke, M. Caux.

U/L Non-expert: (6), L. Barnett (Suzuki), B. Holmes (Yam), D. Neill (Honda), G. Kairl, K. Moore. F/l Kairl (Kawa).

350 B: (8), W. Willing (Yam), P. Stronach (Yam), G. Hansford (Kawa), L. Barnett S. Dubios (Yam). F/l Stronach 68.3.

350 N-exp: (6), R. Burke (Yam), S. Dubois (Yam), L. Barnett (Yam), W. Henry.

250 N-exp: (6), R. Radonich (Yam), R. Burke (Yam), B. Holmes (Yam), L. Barnett.

750 S'car: (6), M. Brazenhall/J. Randall (Trident), B. Klein/J. Blow (Ariel), N. Hawkins/A. Bainbridge (Tri).

WAIRARAPA CLUB AT THE WELLINGTON MOTO CROSS

The Zone Three finals of the N.Z. Moto Cross Champs were held at Queen Elizabeth Park in bumpy sandy conditions but at least the ground was soft to fall off on, and few injuries resulted. In the A grade Warren Lambess finished about fifth overall behind the flying Miller who thrilled the crowd with his sideways leaps. Colin Schultz finished about sixth in two heats with no gear lower than third, but retired in the last race.

In the B grade the editorial BSA minus a much needed third gear managed to scrape home second overall. In the C grade Don Perry showed he was able to keep with the leaders, but with his injured thumb still giving trouble he dropped his machine on his leg, chipping a bone in his knee. He managed two placings in the first ten but after racing, his knee had swollen and is out of action for a while. Mitch Pettigrew and Dave Jones rode around and finished all races reasonably well. New member L. Collins had his first ever ride on his standard road Yamaha 125. An International Moto Cross is hardly the place to start off, but he was not disgraced and certainly did not come last, even considering his machine.

One small fault which was noticed at this meeting was that the announcer did not have a list of riders, and, (future announcers please note), nothing sounds worse than it coming over the loudspeaker that "number six is winning," when anybody with below-average eyesight can see that. Most of the club riders have probably qualified to compete in the North Island finals at Wanganui.

Suzuki

For '73 the official works 750 team in the U.S.A. will be Geoff Perry, Ron Grant and Paul Smart.

Otago Gold Star Scramble

The popular circuit at Waihola provided the venue for this most successfll meeting, riders coming from all over the South Island to compete. Half a dozen local riders battled against 25 visitors for championship points, prize money and awards were kindly donated by Castrol (N Z) Ltd., McCutcheon Motor Cycles, McIver & Veitch Ltd and Taieri Motor Cycles.

Graham Stapleton flew in from Auckland to compete and certainly had the opposition working hard as he dominated the smaller classes on his 250cc Kawasaki. The larger classes saw Roger Austin from Ashburton to the fore on a 400cc Suzuki. 250 cc Honda rider Peter Ryan was the most successful competitor in the Enduro class.

Two local riders must be mentioned also; firstly, Gary Goodfellow (Bultaco) displayed the forceful style that has kept him top in the points list in the Gold Star Series —Grade C class. This style has developed with competition all over the South Island this season and rewarded him with several good placings. The other rider of note was 250cc Honda rider Ray Mulqueen. Ray took the rough conditions in his stride, competing in 12 races during the afternoon. This meant covering over 60 laps in the dry dusty conditions, hard on the heels of the leading riders.

All together a good day's racing, concluding with the customary savs and refreshments.

Ossa

New 125 and 250 MX racers are to be announced by this Spanish factory shortly.

Maico

The new '73 model 250 Maicos will have radial finning and an extra 4 bhp.

LETTERS TO THE EDITOR

WORLD TRIP

Dear Sir,

Just a short screed as promised, I have after all reached Fremantle to find that ships no longer go direct to either Ceylon or India from here, which has really put the cat amongst the pigeons.

I landed at Melbourne O.K. and for the first two days had fine hot weather, then came the rains and floods, with a hold-up for three days at Port Pirie waiting for the road to clear. Eventually, the Nullabor Plain and the really bad road.

The sandy dust on the hills covered old packed down ruts which meant that most of the time the front wheel guided the bike, with me doing my best to keep it upright.

Finally, just before Ivy Tanks, a set of corrugations, possibly the worst I have ever encountered, gave me real trouble.

The brackets holding the carrier on, broke and my luggage slid sideways. Maybe if I had not been in a deep rut at the same time it would have been O.K.

As it was, the luggage, the bike and I finished up in a pile of sand at the side of the road! I was caught with my leg wedged under the bike and could not release it.

Fortunately, a car driver stopped and lifted the bike up and I was free.

It took me some time to secure the load and get started again, and I could feel my leg getting stiff. I made it to Ivy Tanks and stayed the night there. Next morning I had great difficulty fitting my boot on.

Again I was fortunate; there was a large Mack articulated vehicle there with a low flat iron load on board. The driver, hearing of my plight, offered me a lift over the rest of the rough road.

Strangely enough, the corrugations and sand were not a problem after Ivy Tanks, but the potholes were.

Incidentally, they mark them by putting old car tyres in them, and it looks queer to see vehicles roving all over the road to miss them.

Also, there must be millions of beer and soft drink cans on each side of the road together with thousands of bottles and numerous old tyre and retread strips.

I have, as you see, reached Fremantle, and expect to be here for a couple of weeks while I decide whether to carry on via Singapore or return to New Zealand and start again,

Yours Sincerely,
(Mr) H. SPARROW,
Fremantle,
West Australia.

Ducati

The Italian 750 V-twins will be developing 90 bhp at the rear wheel by the time they race at Imola.

Englishman Mick Grant will be the number one rider and the prize money is the richest in Europe at $50,000.

Triumph

Ten out of the first twelve bikes at the Houston Astrodome T.T. were Triumphs. The only makes to break the U.K. domination were Harley-Davidson—6th—and Yamaha —10th.

HOLIDAY HUMOUR

A bloke on a Kawasaki 350-3 was getting only 32 mpg. Even carrying spare petrol, he would run out. His parents were following behind in a Valiant Charger towing a caravan. They would have to refuel him when he ran out. The Charger was getting nearly 20 mpg.

The FABULOUS Kawasaki

SCOOPED THE POOL ON SEPTEMBER 30 AT THE NEW ZEALAND MOTORCYCLE SENIOR T.T., PUKEKOHE, AND AT HAWKSBURY . . . USING

CASTROL SUPER 2-STROKE OIL

RACE 1: Group A Open Invitation (Cunningham Cup) — 1st G. Molloy, Kawasaki 500.

RACE 2: Standard Production Machines (Open Class) — 1st A. Collison, Kawasaki; 2nd C. Dickson, Kawasaki. Standard Production Machines (350 c.c.) — 1st G. Worsley, Kawasaki; 2nd B. Singleton, Kawasaki.

RACE 3: 39th N.Z. Senior Tourist Trophy — 1st G. Molloy, Kawasaki.

RACE 4: Group B Riders' Open Invitation (Hollingsworth Cup) — 1st G. Worsley, Kawasaki 350; 2nd L. Plummer, Kawasaki 500.

RACE 5: Castrol Classic Open Invitation — 1st G. Molloy, Kawasaki.

RACE 6: 1 Hour Production Machines T.T., Open Class (in record time) — 1st G. Molloy, Kawasaki; 2nd A. Collison, Kawasaki. 500 c.c. Class — 1st E. Bone, Kawasaki.

8th ANNUAL HAWKSBURY ROAD RACES
Four Production Machine Races all won by O. Galbraith on Kawasaki. Second and third places in all races filled by Woodley and Everitt also on Kawasakis.

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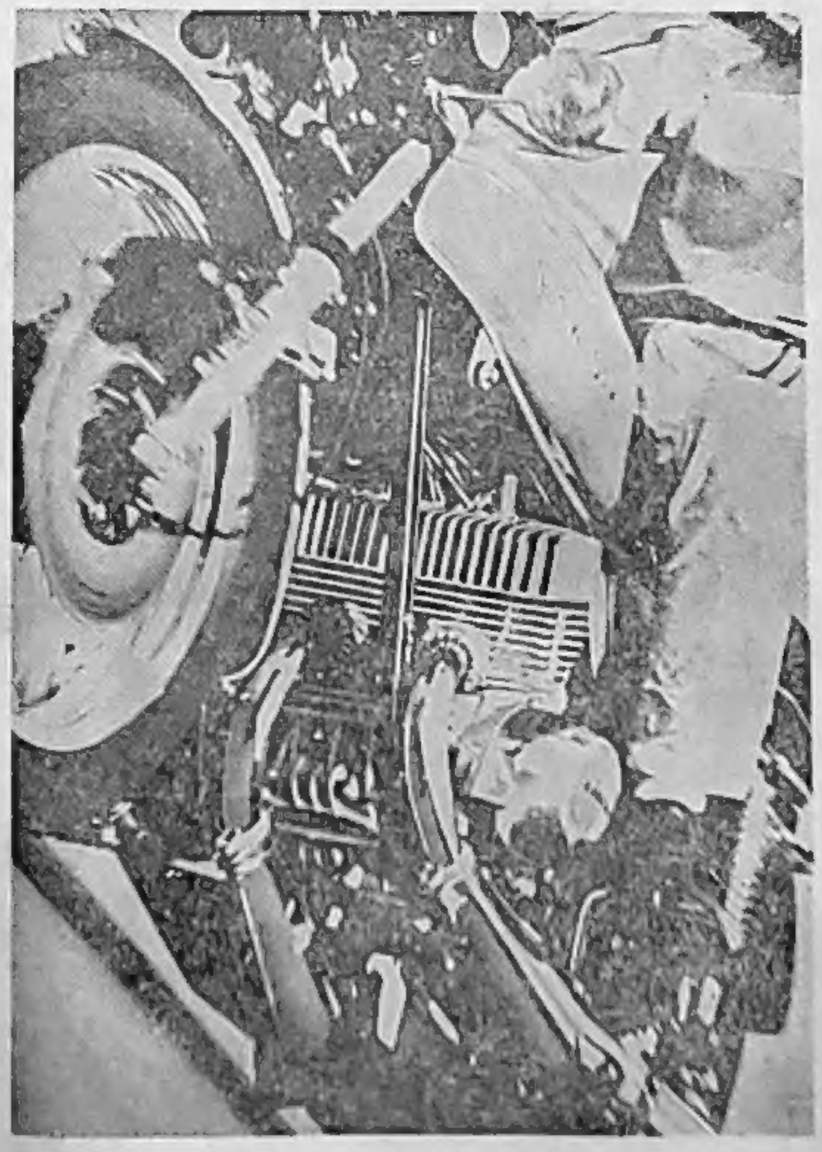

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CLUB NEWS

(Secretaries Please Note, all copy to be at Editorial Office by 25th of month prior to publication)

HAWKE'S BAY M/C CLUB
Sec: Mrs S. Tod, P.O. Box 755, Hastings.

March 18: Scott Trial, at Maraetotara.

March 25: Miniature T.T. (N.M.R.C.), Tait's Farm, Bay View.

April 1: Trials School, Mr Arnott's property.

April 29: Castrol two hour scramble, Waipawa. Entry fee $2.00 to P.O. Box 755, Hastings; entries close April 21. Get 'em in now for this big one.

HUTT VALLEY M/C CLUB
Secretary, Mrs F. Cuttriss, P.O. Box 30189, Lower Hutt.

April 16: N.Z. Scott Trial, Pauatahanui.

MANAWATU-ORION M/C CLUB
Sec.: Mrs M. Shirriffs, P.O. Box 491, Palmerston North.

20 March: Club Meeting, A.A. Boardrooms, 7.45 p.m.

25 March: Novice/Expert Trial.

7 April: Hillclimb, Hopelands, Woodville.

14 & 15 April: Inter-club Trial (Wanganui & Manawatu).

17 April: Club Meeting, A.A. Boardrooms, 7.45 p.m.

6 May: Novice/Expert Trial.

15 May: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 & 27 May: Proposed Inter-club Sports Weekend, Pohangina.

2 & 3 June: B.S.A. Shield.

17 June: Little Bear Run.

19 June: Club Meeting, A.A. Boardrooms, 7.45 p.m.

1 July: Club Scramble Champs.

17 July: Club Meeting, A.A. Boardrooms, 7.45 p.m.

28 July: Annual Dinner & Presentation of Trophies, P.D.C. Wintergardens.

21 August: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 August: Novice/Expert Trial.

Club Trophies will be allocated to these events later.

TAURANGA M/C CLUB Inc.
368 Cameron Rd, Tauranga

23rd March: Scramble, at Kawerau, to raise funds for gymnasium and all riders welcome so please support a new club.

WAIRARAPA M/C CLUB
Sec: Mrs M. Bull, P.O. Box 205, Masterton.

Club night 3rd Wednesday each month.

17 March: N.I. Road Hill Climb titles, Manawatu.

18 March: Harry Mangham Memorial ¼ mile grass.

25 March: Miature T.T., Napier.

31 March: North v South Island Scramble, Christchurch

1 April: John Howell Memorial Scramble.

7 April: Road Hill Climb, Woodville.

15 April Club Road Hill Climb, Admiral Hill.

29 April: Observed Trial, 3rd Wakefield Cup event.

OTAGO M/C CLUB
P.O. Box 1160, Dunedin.

Sunday, March 18: 1 hour duration scramble to be held at Cutten's Farm, Momona.

Saturday, March 24: N.Z. ¼ mile sprint championships, School Road, Mosgiel.

SOUTH CANTERBURY M/C CLUB
Sec.: Mr M. Hill, P.O. Box 451, Timaru.

WHAKATANE M/C CLUB
Sec.: Mr L. Costar, 54 Riverside Dve, Whakatane.

WANGANUI M/C CLUB
Sec: Don Cosford. Phone 36-854

SOUTHLAND M/C CLUB
P.O. Box 386, Invercargill

Saturday, March 17: Road races, Pukekohe, 250cc championship points (Auckland M.C.C.). North Island 350cc Road Hill Climb, Woodville (Manawatu / Orion M.C.C.).

Sunday, March 18: Club scramble, 1 hour duration, Cutten's Farm, Momona (Otago M.C.C.).

Saturday, March 24: Speed trials, flying and standing ¼, School Road, Mosgiel (Otago M.C.C.).

Sunday, March 25: N.I. v S.I. Scramble, Teddington, Canterbury (Corsair M.C.C.).

Monday, March 26: General meeting of S.M.C.C. at the clubhouse, 8 p.m. sharp.

Saturday, March 31: Beach races, Te Horo (Ixion M.C.C.); Beach races, Muriwai (Auckland M.C.C.); ¼ mile grass track club championships at Invercargill Showgrounds (Southland M.C.C.).

Sunday, April 1: S.I. ¼ mile grass track championships at Invercargill Showgrounds (Southland M.C.C.).

Saturday, April 7: Road races, Hamilton (Hamilton M.C.C.); N.I. Road Hill climb (Manawatu / Orion M.C.C.); S.I. Beach Race championships, Oreti Beach (Southland M.C.C.).

Saturday, April 21: S.I. Gold Star Scramble championships, Otatara, Invercargill — will be cancelled if entries are insufficient (South land M.C.C.).

Sunday, April 22: N.Z. Grand Prix Road Races at Ruapuna Park, Christchurch (Canterbury M.C.C.).

Sunday, June 10: A.C.E./O.S.C.A. Road Races at Teretonga Park (Southland Sports Car Club).

NEW ZEALAND AUTO CYCLE UNION INC.
Phone 7734 Taumarunui (bus.); 8777 (priv.). P.O. Box 364, Taumarunui.

COMING EVENTS

March

Saturday, 17th: Road races, at Pukekohe. Championship points 250cc class (Auckland) North Island 350cc Road Hill Climb, Woodville (Manawatu Orion).

Saturday, 24th: Flying and standing quarter miles, at School Road, Taieri.

Sunday, 25th: North Island v South Island Scramble, at Teddington, Canterbury (Corsair).

Saturday, 31st: Beach races, Te Horo Beach (Ixion); Beach races, Muriwai (Auckland).

April

Saturday, 7th: Road Races, Hamilton (Hamilton); North Island 500cc Road Hill, Pohangina Valley (Manawatu Orion).

Saturday and Sunday, 21st and 22nd: New Zealand Grand Prix, Ruapuna Park, Christchurch (Canterbury).

NAPIER M/C RACING CLUB
P.O. Box 510, Napier.

10th March: Te Onepu Hill Climb.

25th March: Mini T.T., Tait's Farm, Bay View.

WHANGAREI M/C CLUB
P.O. Box 130, Kaikohe.

WAIRARAPA M/C CLUB
P.O. Box 205, Masterton.

NORTH TARANAKI M/C CLUB
P.O. Box 510, N. Plymouth.

OTOROHANGA M/C CLUB
Sec.: Mr T. Jones, 63 Awakino Road, Te Kuiti.

RUAPEHU M/C CLUB
Sec.: Clive Bentley, 46 Swan St., Taihape. Phone 305.

GISBORNE M/C SPORTS CLUB
Sec.: Mrs M. Graham, P.O. Box 827, Gisborne.

MOTOR MARKET

Motor Market Advertising 10c per word.

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TR2 YAMAHA. A competitive machine with plenty of spare parts. Contact H. Walker 2 R.D. Waitati, Otago.

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Southland Open Scratch

8 laps—push start. Championship points for A.C.U. and Rothmans 250cc class.

At the start John Boote (500 Suzuki) shot straight into the lead followed by Jim Landrebe and Ray Dumpleton (350 Yamahas) then Ron Grant. Brian Scully (350cc Yamaha) made a reasonable start but did not get far before the bike stopped. Landrebe and Boote swapped the lead many times until on lap 5, Boote dropped it. This left Landrebe leading for 2 laps until being finally caught and passed by Ron Grant. Boote picked up his machine and rode into 5th position behind A. McCleod riding a hotted up road 350cc Suzuki who had passed Ray Dumpleton on a slowing up 350cc Yamaha. Southland did not feature in the results due to machine troubles mainly.

Outright Placings: 1st Ron Grant 750 Suzuki; 2nd Jim Landrebe 350 Yamaha; 3rd A. McLeod 350 Suzuki; 4th Ray Dumpleton 350 Yamaha; 5th John Boote 500 Suzuki; 6th Brian Kearney 350 Yamaha.

250-350cc Class: 1st Jim Landrebe; 2nd A. McLeod; 3rd Ray Dumpleton; 4th Brian Kearney; 5th Martin Cropp.

250cc Rothmans & A.C.U. Championships (overall placings shown in parentheses): M. Sinclair 250 Suzuki (8th); 2nd B. Sinclair 250 Suzuki (9th); 3rd G. Sell 250 Suzuki (12th; 4th E. Nichol 250 Bultaco (16th); 5th C. Mulligan 250 Yamaha (17th).

Over 351cc class: 1st Ron Grant; 2nd John Boote; 3rd David Ogden; 4th Paul Mc Lachlan; 5th K. Hellyer.

During the race the strong gusty winds continued and rain started. Lap times were well down on practice.

WAIRARAPA CLUB AT THE WOODVILLE MOTO CROSS

This was the first opportunity club members had of seeing the Australian Moto Cross team in action. While the Australians did not impress, the riding of Ivan Miller, just returned from England did. Miller was streets ahead in all his races except the 250 when he was given a run for his money by Morley Shirriffs. It was not Wairarapa's day, however, on the rock hard ground Colin Schultz crashed into the tricky drain to be crossed and suffered concussion; John Hetherington took the wrong line over the dreaded devils drop, a twenty foot high cliff, and crashed heavily, badly dislocating his shoulder and spending a week in hospital. So much for practice. In the junior race Don (rubber bones) Perry was trying to improve on his fourth placing and came over the gigantic leap about 20 feet higher than anyone else (which means about 40 feet high), lost control of his Yamaha about six feet from the ground, hit the deck, and rebounded three or four times up the track in the opposite direction to his bike. He was carted off with a suspected broken thumb, but at least he made the Manawatu paper for his performance. Warren Lambess hit the dreaded drain in the second moto cross leg in the thick dust and was checked for chest injuries but was certified okay. Previously he had finished fourth in one of the heats and beaten some of the Australians. Dave Jones dropped the Maico while leading the trail bike race and the editorial BSA was minus a gear or two. Ross Gregory took over the Schultz Maico and together with Des Bradley and Mitch Pettigrew circulated steadily in about the middle of the field. Thick dust marred the meeting and visibility for riders and spectators was sometimes less than a yard. In one incident, wave after wave of riders crashed into a heap through not being able to see.

Southland ¼ Mile Grass Track Championships

Saturday, 31st March, 1973.

Club championships may be won by any rider resident or visiting but Trophies will only be available for holding by Financial S.M.C.C. Members. However, the winners name will be engraved on the trophy irrespective.

For competition are:— Checketts Trophy — Fastest individual timed flying lap by solo rider. The best one of three separate timed runs will count. Bronze Sash—'B' Grade Championship for Solo riders. Elimination Heats then 6 lap final.

The S.M.C.C. will grade riders for 'A' & 'B' so far as the above championships are concerned.

Prizemoney: There will be a full programme of Scratch and Handicap events for all classes. Prizemoney will be allocated on a points basis, with total Prizemoney to be not less than 50 per cent of the nett profit after expenses (To be decided by the S.M.C.C.).

Organised by the Southland Motorcycle Club, P.O. Box 386, Invercargill. Secretary, Bill Stevens, ph. 88736.

Southland Grand Prix

12 laps—push start. Championship points for Rothmans and A.C.U. 350cc and 500cc Classes.

A tremendous race. Jim Landrebe flew into the lead from Ron Grant then McLeod on that 350cc Road Suzuki. Barry Neilson (650cc BSA), Brian Scully (350cc Yamaha).

On lap 2, Brian Scully forged through to 3rd place behind Landrebe and Grant. These positions remained ununtil lap 6 when Grant passed Landrebe for the lead and Boote passed Scully. These positions remained until the finish. Barry Neilson rode a creditable race on a road-going 650cc BSA to 8th place behind Martin Cropp, Hugh Walker and Dick Waterer (all on 350cc Yamahas).

Overall placings: 1st Ron Grant 750cc Suzuki; 2nd Jim Landrebe 350cc Yamaha; 3rd John Boote 500cc Suzuki; 4th Brian Scully 350cc Yamaha; 5th Martin Cropp 350cc. Yamaha; 6th Hugh Walker 350 cc Yamaha.

350cc A.C.U. class: 1st Jim Landrebe; 2nd Brian Scully; 3rd Martin Cropp; 4th Hugh Walker; 5th Richard Waterer.

500cc A.C.U.: 1st Jim Landrebe; 2nd John Boote; 3rd Brian Scully; 4th Martin Cropp; 5th Hugh Walker.

500cc Rothmans: 1st John Boote; 2nd Paul McLachlan; 3rd David Ogden.

The weather was similar to the first race although there was much more rain. Lap times were well down. Before the race started Ron Grant was seen "trying out" a diving mask and snorkel. It was wet!

Teretonga International Road Races

On Saturday we had one 20 minute practice session at the track. Riders were timed and from their best recorded lap times, grid positions were allocated, fastest in front etc. Fastest was of course Ron Grant, of the U.S.A. on his 750cc Suzuki which he was to ride in both races. He was closely followed in practise by Ray Dumpleton (350 cc Yamaha) who was lapping about the same speed as Grant until Grant decided to do a fast lap! 17-year-old John Boote (500 Suzuki) of Christchurch was third, then Jim Landrebe (350cc Yamaha) and Trevor Discombe who rode only a 250cc capacity Yamaha. Best local rider was Reg Ingram (500 Kawasaki). The track was dry, but a gale force gusty wind kept speeds down. Barry Neilson blew up his recently re-built G50 Matchless. Fastest lap times recorded were:— R. Grant 1.14.4; R. Dumpleton 1.15.2; J. Boote 1.15.3; J. Landrebe 1.15.7; T. Discombe 1.16.0; O. Hughes 1.17.1; R. Ingram 1.17.6; R. Waterer 1.18.7; B. Neilson 1.18.8; M. Adler 1.18.9; B. Scully 1.19.2; T. Mulligan 1.19.3.

Ron Grant still holds the lap record of 1 min 10.8 secs recorded in 1970 on a 500cc Suzuki. He was timed at 134 mph at the end of the straight "Could only manage half throttle," he said.

On Sunday morning another practice was held—15 minutes, unofficial and not timed. The weather was very blustery with occasional rain but track reasonably dry. Grant discarded the fairing on the 750cc Suzuki and was able to use "full throttle" and was doing about 145 mph in the main staright. Trevor Discombe (last year's G.P. winner) fell heavily at the loop and was out for the day—a big disappointment as he had that wee (250cc) Yammie really flying. Reg Ingram's 500cc Kawasaki locked at the end of the main straight after miraculously rounding the loop and was out for the day. Riders were "discovering" the bump in the main straight and wind fluctation at the control tower tricky. Weaving was obviously out.

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